

Intimations.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.
Have always on hand for Sale every description of COAL at Moderate Prices.
Mr. ARTHUR has been appointed Manager, and all Orders addressed to him at 67, Praya, or to Mr. FAY JACK, at 30, Hong Lung Street, will receive immediate attention.
Hongkong, March 19, 1877. mel9

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CHITREON, American ship, Captain W. Lull.—Stimson & Co.
APRINGTON, British barque, Captain G. Cunningham.—Wheeler & Co.
CRUVEY, British ship, Captain E. Shewsbury.—Wheeler & Co.
FRONTIER, British steamer.—Chinese.
COLORADO, American ship, Captain Ingraham.—Russell & Co.
KATE CANTRE, British barque, Captain James Wilson.—Melchers & Co.
BROOKHALL, British ship, Captain H. Bates.—Russell & Co.
JAGATRA, Dutch brig, Captain Dirksen.—Stimson & Co.
CHARTER OAK, American ship, Captain Stephen.—Jardine, Matheson & Co.
RAJANATTANATHAR, British str., Captain Hopkins.—Yuen Fat Hong.

Volume Sixth of the "CHINA REVIEW."

Now Ready.

No. II.—Vol. VI.

OF THE—

"CHINA REVIEW" CONTENTS—

The Rhymes of the Shih-ling.
Brief Sketches from the Life of K'ung-ming.
(Continued from Vol. V, page 387).
The Wild Silk-worms of the Province of Shantung.
Notes on Chinese Grammar (Continued from Vol. V, page 382).
Geographical Notes on the Province of Kiangsi.
Translations of Chinese School-books.
Short Notices of New Books and Literary Intelligence.
Notes and Queries:—
Bankruptcy in China.
The Share taken by Chinese and Bankers respectively in the Government of China.
Laws of Sale amongst the Chinese.
Studies in Words.—Roots Meaning One.
The Character of the Chinese.
Chinese Antiquity.
Shin versus Sheng.
A Chinese Printer.
A Rare Manchu Coin.
Woo Yao and Shun Historical Personals.
Native Literature on Chinese Porcelain.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, October 31, 1877.

To-day's Advertisements.

FOR DUNEDIN (N. Z.)

The 4 German Barque "MARIE,"
Capt. BURNHARDT, will load here for the above Port, and have a quick despatch.
For Freight or Passage, apply to
BOZARIO & Co.
Hongkong, November 14, 1877. mel9

FOR SWATOW, AMOY & FOOSHOW.
The Steamship "DOUGLAS,"
Capt. G. D. PIERMAN, will be despatched for the above Ports on SUNDAY, the 18th Instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, November 14, 1877. mel9

SHIPPING.

ARRIVALS.

Nov. 13, *Faith*, British barque, 481, B. Davies, Saloon Oct. 27, General.—Chinese.
Nov. 14, *Maharajah*, British steamer, 994, Clark, Calcutta Oct. 23, Singapore 31, and Saloon Nov. 3, General.—Stimson & Co.
Nov. 14, *Charles Mouton*, French barque, 852, Quatremaux, Newchwang Nov. 9, Yuen.—Lau & Co.
Nov. 14, *Louisa*, German 3-m. schooner, 946, H. Scherlock, Haiphong Oct. 20, General.—EDWARD SMITH & Co.
Nov. 14, *Peiho*, German barque, 280, Christiansen, Haiphong Oct. 28, Rice.—ARNOLD, KARBURG & Co.
Nov. 14, *Angela*, French barque, 891, Barbakow, Odessa Nov. 8, General.—Owen.
Nov. 14, *Charlton*, British steamer, 787, Johnson, Cooktown Oct. 28, Ballast.—Hoy Ken & Co.
Nov. 14, *Pernambuco*, British steamer, 648, Wm. Hyde, Manbang Nov. 10, Salt.—Wm. PEARCE & Co.

DEPARTURES.

Nov. 13, *Faugh-a-Ballagh*, for Saloon.
13, *A. E. Vidal*, for Bangkok.
14, *Alia*, for Melbourne and Sydney.
14, *Halkon*, for Swatow, Tamsui, &c.
14, *Green Van Prinsloo*, for Sourabaya.

CLEARANCE.

Criticism, for Manila.
Anglo-China, for Manila.
China, for Manila.
Yuen Cui, for Bangkok.
Exim, for Manila.
Kent, for Bangkok.
Albion, for Cebu.

PASSENGERS.

Per Maharajah, from Saloon, 30 Chinese.
Per Charlton, from Cooktown, 172 Chinese.

PASSENGERS.

Per Faugh-a-Ballagh, for Saloon, 6 Chinese.
Per Alia, for Melbourne, 1 European and 3 Chinese.
Per Halkon, for Swatow, &c., 100 Chinese.

To DEPART.

Per Bua Cui, for Bangkok, 20 Chinese.
Per Kenton, for Bangkok, 18 Chinese.

SHIPPING REPORTS.

The British barque *Faith* reports: Light winds first part of passage. From Cape Padaran strong N.E. monsoon with irregular swell to arrival.

The British steamer *Maharajah* reports: Fresh monsoon throughout the passage. The German 3-masted schooner *Louisa* reports: Strong N.E. winds and heavy sea the greater part of passage.

The German barque *Peiho* reports: Fine weather throughout the passage. The French barque *Angela* reports: Strong N.E. winds and high sea throughout the passage.

The British steamer *Charlton* reports: Moderate winds and fine weather throughout the voyage.

The British steamer *Pernambuco* reports: Strong Northerly winds to Cape Varella, and from thence to port fresh N.E. monsoon.

CARGO.

Per Niam, sailed 8th Nov., 1877:—For London: from Shanghai, 78 pigs, Tea, 636 bales Raw Silk, and 30 bales Waste Silk; from Japan, 391 bales Raw Silk; from Canton, 21,065 boxes Tea, containing 87,138 lbs. Congou, 277,242 lbs. Se. Ceylon, and 87,869 lbs. Se. Or. Pekoe.—Total 421,944 lbs. and 60 bales Raw Silk, 19 cases Silks, and 50 bales Waste Silk; from Macao, 5,776 boxes and 277 pigs, Tea, containing 112,850 lbs. Congou, 219,688 lbs. Se. Or. Pekoe, and 3,040 lbs. Sorts.—Total 135,088 lbs. For Continent: from Canton, 162 bales Raw Silk; 2 cases Silks, and 36 bales Cocoons; from Shanghai, 131 bales Raw Silk; from Japan, 284 bales Raw Silk, and 9 cases Silk Worm Eggs. For Boston: from Shanghai, 894 boxes, 879 half-chests and 878 pigs, Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—
Per Barque *ELMSTONE*, at 11.30 a.m. To-morrow, the 15th inst.

For BANGKOK.—
Per Barque *KENTON*, at 1.30 p.m. To-morrow, the 15th inst., instead of as previously notified.

For ADELPHI, direct.—
Per Ship *HARBINGER*, at 10.30 a.m., on Friday, the 16th inst.

For SWATOW, AMOY & FOOSHOW.—
Per *DOUGLAS*, at 5 p.m., on Saturday, the 17th inst.

MAILS BY THE FRANK PACKER.—

The French Contract Packet *AMARONE* will be despatched from Hongkong on THURSDAY, the 15th instant, with Mails to and through the United Kingdom and Europe, via Marseilles to Saloon, Singapore, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 14th Instant.—
5 p.m., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, 15th Instant.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, November 1, 1877. mel9

MAILS BY THE ENGLISH PACKER.—

The English Contract Packet *ZAMBESI* will be despatched with the Mails for Europe, &c., on THURSDAY, the 22nd instant.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 21st Instant.—
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, 22nd Instant.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters.

10.15 a.m., Letters may be posted with a Late Fee of 18 cents extra postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with a Late Fee of 45 cents extra postage, till

11.50 a.m., when the Mail is finally closed.

Hongkong, November 13, 1877. mel9

General Memoranda.

FRIDAY, November 16:—
Noon.—Sale of Electro-plated Ware, &c., at Messrs Lane, Crawford & Co.'s Sales Rooms, Praya.

Harbinger leaves for Adelaide.

SUNDAY, November 18:—
Daylight.—*Douglas* leaves for Coast Ports.

MONDAY, November 19:—
5 p.m.—Juvenile Concert at the Temperance Hall, Stanley Street.

TUESDAY, November 20:—
5 p.m.—Meeting of Victoria Lodge.

THURSDAY, November 22:—
Noon.—English Mail leaves for Ports of Call and Europe.

FRIDAY, November 23:—
Noon.—American Mail leaves for Yokohama and San Francisco.

THURSDAY, November 21:—
5 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

MONDAY, December 31:—
Noon.—Sale of Ground and Building at Messrs Lane, Crawford & Co.'s Sales Rooms, Praya.

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ESSENCE, AMERICAN AND FOREIGN PATENT MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potom Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.25 p.m.

DEATH.

At the Hotel de l'Univers, on the 13th November, Anne, the Wife of Captain Thompson, of the S. S. *Dale*. Also, their Infant Daughter.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, NOV. 14, 1877.

ONE of the most interesting schemes brought forward by His Excellency the Governor, on Monday, was that of the Observatory and Time Ball. We hope to be able, in a few days, to lay before our readers the report of the Surveyor General on the subject, when a clearer idea will be afforded of the proposed work and its importance. Unquestionably the means for enabling chronometers to be corrected in the harbour here will be a very great boon to the masters of vessels. The importance of a correct chronometer is, perhaps, inadequately appreciated by a shore-going public, but to a shipmaster it is a matter constantly involving the safety of his vessel and the lives of his crew. A chronometer cannot, we believe, be readily corrected on shore because the very act of moving it is destructive to its accuracy. The re-planting scheme will no doubt meet with popular approval. Anything that will counteract the enervating results of residence in this island, at a reasonable outlay, cannot fail to command the support of the foreign community, to say nothing of the beautifying effects of the trees. Some two or three years since, when the Secretary of State disallowed a portion of this desirable vote, we strongly opposed the near-sighted policy thus indicated. It is to be hoped that the present vote will meet with a more favourable reception at home, although it is double the amount of the former one. In remarking last night that before the prison is pulled to pieces for the introduction of the Separate System, we should like to see something done towards the re-building of the Praya Wall, we were of course aware that, it having been decided to defray the cost of the latter work with money taken from the Special Fund, it could not figure in His Excellency's estimates. The Colony is told it will have to pay back the money to the Special Fund by instalments extending, we believe, over fifteen years, and if this be done, the Praya Wall will form another serious charge upon the revenue of the Colony. Under any circumstances it is to be hoped the construction of the Praya Wall will be taken in hand before that of the Breakwater, because it seems to us that if our Surveyor General once gets involved in the intricacies of a Breakwater, Separate System in the Gaol, Observatory, Lock Hospital, Lunatic Asylum, Police Station Improvements, and Central School, we are afraid the Praya Wall, or some other of the pressing works, will have to be shelved. His Excellency gave us so much evidence on Monday of his anxiety to promote public works, that it can hardly be imagined he has failed to divert a part of his energies to the advancement of schemes *sur le tapis* on his arrival in the Colony; indeed, we are very glad to hear it whispered that His Excellency has been stirring up Lord Carnarvon rather actively in the matter of the Praya Wall. It is perhaps rather unfortunate for Mr. Hargreaves that the public and the press can, in the majority of instances, only judge of his administration by its outward results and appearances. On the other hand, His Excellency has always the power to set himself right with the community either by remarks in public or other means, and it must be confessed that in dealing with local questions His Excellency has at his command statistics and information, a lack of which renders it exceedingly difficult for those without the pale of the official circle to discuss points of public interest.

One of two screws appear to have sunk into the reports of His Excellency's speech which should be corrected. The *Louisa* Asylum is to accommodate six patients, and not eighteen. It also appears that His Excellency only asked a vote of \$5,000 for Police Station Extensions and Improvements, and nothing for steam launches, the purchase of which is at present merely under consideration. His Excellency mixed up the two subjects a little in his speech, and hence we were misled. In regard to the

Police Station Extensions, the facts appear to be that the men in the Central Police Barracks are so overcrowded, that, in order to preserve the health of the force, it is considered desirable to add some sleeping room to those buildings. Then Kowloon, especially Yow-mah-tee, has increased in population so fast that the police force there has also had to be augmented, causing overcrowding, and it has accordingly been decided to enlarge the accommodation at Yow-mah-tee, Tin-tai-tee and Hung Ham by additions to those stations.

REUTERS' TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL.")

(By Southern Line.)

THE WAR.

LONDON, Nov. 13th, 1877.

THE RUSSO-TURKISH WAR.

The Russians have commenced to bombard Batoum.

According to a Turkish official despatch from Kara, the Russians have summoned the garrison to surrender in twenty-four hours. The Turkish Commander has refused, and declares he will resist the enemy to the last extremity.

LONDON, Nov. 13th, 1877.

Latest advices announce that Plevna has been completely invested. The *Daily News* states that the place is simply provisioned for five weeks.

The Russian Government has opened a subscription to a 5 per cent loan of \$15,000,000.

There is nothing fresh from Asiatic Turkey.

LOCAL AND GENERAL.

We are informed that the P. M. S. S. Co.'s steamer *China* is expected here on the 16th (Friday) next.

Tan P. & O. S. S. *Thibet*, with the outward mails, was to leave Singapore for this port on Monday morning last (the 12th inst.).

We are informed by the Agent that the O. & O. S. S. Co.'s steamer *Belgia*, with mails from San Francisco to 23rd October, has arrived at Yokohama, and will sail for this port, to-morrow, 15th inst., at daylight.

We announce with pleasure that, by desire of the Right Rev. Bishop Raimondi, a collection will be made at the Pontifical Mass on the 8th December next (the Feast of the Immaculate Conception), in the Roman Catholic Cathedral, in aid of the Indian Famine Relief Fund.

Owing to some misunderstanding on the part of the Court as to the day of adjournment, the Criminal Sessions of the Supreme Court had to be further adjourned, and the thirty-two prisoners who were to have received their sentences to-day, will have to go through the ordeal of another parade through the streets from the Gaol to the Court House to-morrow, to which day the Sessions were again further adjourned.

ANOTHER prosecution for a breach of the Stamp Act took place to-day at the Police Court at the instance of the Collector of Stamp Revenue. The offender on this occasion was the Tung Fung rice shop, No. 99, Wing Lok Street, the master of which granted a receipt for a sum of 11 taels without a stamp. The defendant pleaded forgetfulness on the part of his shopman, but was fined the full penalty of \$50.

We understand that the body of the unfortunate man, Buttler, who was employed at the Naval Yard, and who we announced as having been missing since Sunday last, has been found near Kowloon Bay. The body was at once conveyed to the Civil Hospital. Nothing has yet been seen of the boat, so it may be presumed it got swamped, and owing to the ballast, which it is said to have contained, must have sunk.

In the course of the argument in the *Hobbs* Corpse case of the American ship *Helicon* to-day, the Chief Justice gave a definition of the status of a Consul. Consuls, he said, were merely commercial agents, except in some special cases, although great courtesy was extended to them internationally. A great deal was said about the Consul of this country or that country, but the Consul for the King of Annam was as much a Consul as that for any other country, and was entitled to as much consideration.

A VERY serious accident occurred this afternoon on the arrival of the steamer *Kinshasa* from Canton. As she was making fast alongside the wharf, a rush was as usual made for the gangway the moment the silver medal of this kind for the purpose of being able to give rewards on such occasions as this in his own name. In about a month hence, therefore, they would be able to get these medals now presented exchanged for little silver medals which he would have provided.

The Chinese Interpreter of the Department, at the request of the Government, then gave a brief outline in Chinese of His Excellency's remarks. Junkman No. 1 (of the *San Yee Hong*) expressed that he was

conveyed to the Civil Hospital, and will in all probability lose his leg. We think it is high time some precautionary measures were taken to prevent such occurrences. We are only surprised we do not hear more frequently of accident at the Canton wharf. On the arrival of the steamer a platform is passed from the wharf to the steamer having no protection on either side, and it scarcely touches the steamer's deck before crowds of men, women, and children rush across it in either direction, and it is astonishing that many are not thrown into the water. Guards placed along the wharf and on either side of the gangways would do much towards preventing possible accidents, and no one should be allowed to board the steamer until the bulk of the passengers have left her; or one gangway might be kept exclusively for persons wishing to go on board. When the steamer arrived to-day, she was moored across the end of the wharf, and one gangway only remained available, thus making the crush much greater than it otherwise would have been.

PRESENTATION OF REWARDS AND MEDALS TO CHINESE JUNK-MEN.

H. R. the Governor presided, at the Marine Magistrate's to-day, a reward and medal to each of the two junk-masters whose names and conduct appeared to so great advantage in connection with the shipwreck of the British barque *Letty Gale*, in February and March of this year. His Excellency, who was attended by the Hon. J. M. Price, Capt. O'neill (act. aspt. of Police), and Private Secretary Northcote, was received by a guard of honor composed of Sikh and Chinese constables; and at the entrance to the Harbour Master's Office, he was met by Captain Thomsett. The Marine Court-room was fairly filled by natives whose evident occupation was to go down to the sea in junks; and to this bronze-faced audience Mr. Hargreaves, accompanied on the bench by Mr. Thomsett, addressed a few explanatory observations. In appearing there, he said, he complied with a wish expressed by the Shipwrecked Fishermen and Mariners' Society, who had addressed the Harbour Master regarding the incident of February last. They were all familiar with the facts of the shipwreck of the *Letty Gale*, when some of the crew unfortunately perished, and others were plucked up and brought on here in safety by two junks. These junks had gone considerably out of their way in thus saving life and conveying the survivors to Hongkong; and on their arrival here the attention of the Government was drawn to the service. In addition to this the Marine Court of Inquiry, held into the circumstances of the wreck, concluded its finding in the following words:—"The Court draws attention to the humane conduct of the crews of the two junks who rescued the survivors of the *Letty Gale*; and landed them at Hongkong in safety; and the members of the Court are glad to learn that the respective masters of these two junks have received a pecuniary reward from the Government of the Colony; but beyond this the Court is of opinion that a lasting memorial to the two junk-masters, such as a medal from the Royal Humane Society, would have a beneficial effect in stimulating other masters of Chinese vessels to save the lives of any foreign shipwrecked seamen whom they might meet." This finding, it appears, had attracted the attention of the Society in London, and the Secretary had written to his friend Captain Thomsett, asking him to express their high appreciation of the two junk-masters' conduct and cause a sum of £10 to be divided between them. This it was thought best to be done in public, and in the presence of other junk-masters; and now he had great pleasure in doing so. This was not the first time during his short stay amongst them that he had given rewards for the saving of life. Only three months ago, Mr. O'neill, the Superintendent of Police, had drawn his attention to a case in which the lives of several children were saved, when the Government had given a small reward. He would take every opportunity, he thought it was only proper to do so, to draw attention to this matter. There was an idea abroad that there was an indisposition amongst the Chinese to save life. To some extent this was true; but not entirely so. The real truth is that the Chinese nation is at heart, and according to the precepts and moral law laid down for it, a nation of great benevolence. During a recent visit to Canton, he had observed this; many schemes had been devised for saving, or rather, he should say prolonging life—there was one for the support of old men and another for maintaining aged females, entirely supported at the expense of the gentry and others, and well conducted. There were others in the neighbourhood of Canton, whose meritorious acts could be seen in the construction of little houses for protecting the poor, and for lepers. He had no doubt that the Chinese code of ethics thoroughly recognized the importance of the preservation of life, and of rewards for such conduct. On the other hand, in a mixed population like that of Hongkong, many superstitions were entertained which interfered with the saving of life. It was our duty to do everything in our power to destroy such superstitions; and this (continued His Excellency) could best be done by proceedings such as these to-day. It was now his duty to hand over this money. (A sum of a little over \$35 was handed to each of the two junk-masters, and he had also to hand them a medal which Captain Thomsett had provided.) It was associated with the Society, which had given them the money award, which was of no intrinsic value; but he would take this opportunity of saying that he himself would give medals on such occasions as this in his own name. In about a month hence, therefore, they would be able to get these medals now presented exchanged for little silver medals which he would have provided.

The Chinese Interpreter of the Department, at the request of the Government, then gave a brief outline in Chinese of His Excellency's remarks. Junkman No. 1 (of the *San Yee Hong*) expressed that he was

very thankful for the rewards; it was not the first time he had saved life, but this was the first case for which he had been rewarded; and he would never forget it. Junkman No. 2 (of the *Yee Tung*), in response, said that in saving life he had only done his duty, and he was thankful for the reward; could he have a free license?

Captain Thomsett observed that he had a free license already, had he not?

The Interpreter explained that it was the other man who had got the free license.

His Excellency observed that the man would certainly receive a free license; had he applied sooner he would have obtained it before. He would give to every junkman a free license in return for his past services, and such as that shown by these men.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before the Full Court.)

14th November, 1877.

THE "HELICON" CASE.

REVIEW OF WRIT OF HABEAS CORPUS AND WRIT OF CERTIORARI.

Regina v. Samuel Clarke.

Mr. Francis, instructed by Mr. Denny, appeared in support of the writs.

The Attorney General, the Hon. G. Phillips, instructed by Mr. Sharp, the Crown Solicitor, appeared to support the Magistrate's decision.

The Chief Justice asked for whom the Attorney General appeared.

The Attorney General replied that he was instructed by the Crown to appear.

The Chief Justice asked who was the respondent.

The Attorney General replied that he received a letter from the Government instructing him to appear.

The Chief Justice thought it right to mention that, in the case of Mr. Bellamy (who appeared against his decision) he (the Lordship) had prepared an answer with a great deal of evidence, and instructed Mr. Sir William James to appear as Counsel for his Lordship; when Sir William at once said that his Lordship should not appear, because the appeal was against the decision of a Judge who gave it in the exercise of his duty, and he also quoted the case of Sir Robert Phillimore, wherein some very strong language was used against his appearance by counsel when an appeal was made against a decision of his in some Admiralty cases. The ruling was that a Judge ought not to appear to support his own decision.

The Attorney General questioned whether that ruling extended to Magistrates.

After consultation, his Lordship said he was wrong; he was told by Mr. Justice Stowell that it was the commonest thing in England for Magistrates to appear to support their decisions. His Lordship, however, thought it was the respondent who ought to appear—the person who loses the party before the Magistrate, and in this case the Captain was to have been the man to appear.

The Attorney General said that, after what had fallen from his Lordship, he would consult with the Magistrate as to appearance, as it was the Magistrate who had asked for his assistance.

The Chief Justice asked if the Attorney General elected to appear or not.

The Attorney General replied that he had sent for the Magistrate to see if he would still wish to be represented.

The Chief Justice said it was quite right that the Magistrate should seek the advice of the Crown officers, as he had said so before in regard to Capt. Dugan.

The Attorney General proceeded to say that he knew nothing of this case beyond what he had read in the newspapers, and he had been only just instructed.

Quotations.			
HONGKONG, November 14, 1877.			
OPIUM.—New Patna, cash,	\$720	Credit,	—
" Old Patna, cash,	None	Credit,	—
" New Benares, cash,	640	Credit,	—
" Old Benares, cash,	None	Credit,	—
" Allowance Taela, None		Credit,	—
" New Malwa, cash,	740	Credit,	—
" Old Malwa, cash,	230	Credit,	740
" Allowance Taela, None		Credit,	740
QUIOKSILVER, ...	68		
Exchange.			
B. L., on demand, ...	8/10		
" 30 days' sight, ...	3/10½		
" 6 months' sight, ...	3/11		
Credit, ...	3/11½		
Documentary, 6 months' sight, ...	3/11½		
Bombay, demand Rupees, ...	73½		
Calcutta, ...	220		
Shanghai, demand, ...	73½		
" 30 days, ...	73½		
Bar Silver, 1½, dwt. E., ...	10 %		
Sycee, ...	9½ & 9¾		
Americans, ...	1 p.c.		
Gold Loan, ...	26.30		
English Sovereigns, ...	5.08		
Australian Sovereigns, ...	5.08		
Discount, ...	6 c 10		
Shares.			
Hongkong Bank, 54 % prem.			
Union Ins. Society of Canton, \$1,100			
China Traders' Ins. Co., \$2,800			
Chinese Insurance Co., \$256			
Yankee Ins. Assoc., Tia. 640			
North China Ins. Co., Tia. 680			
E.K. Fire Ins. Co., \$695			
China Fire Ins. Co., \$175			
E.K. & W. Dock Co., 15 % dia.			
E.L.C. O. & M. S.-boat Co., 20 % dia.			
Globe Steam Navigation, Tia. 25			
Hongkong Gas Co., \$75			
Hongkong Hotel Co., £103			
Chinese Imperial Loan, £103			
Temperature.			
(Taken at Messrs Falsener & Co.'s Prem Queen's Road.)			
HONGKONG, November 14, 1877.			
BAROMETER—9 A.M.	... 30.274		
Do. 1 P.M.	... 30.200		
Do. 4 P.M.	... 30.180		
THERMOMETER—9 A.M.	... 75		
Do. 1 P.M.	... 75		
Do. 4 P.M.	... 74		
Do. (Wet bulb) 9 A.M.	73		
Do. Do. 1 P.M.	73		
Do. Do. 4 P.M.	73		
Do. Minimum over night	75		
Shipping Intelligence.			
The following is corrected from the London and Colonial Papers :—			
VESSELS TO ARRIVE.			
AT HONGKONG.			
<i>When left.</i>	<i>Name.</i>	<i>From.</i>	<i>Remarks.</i>
May			
10, David,		Antwerp	
11, Naworth,		Cardiff	
12, Ohandos,		Cardiff	
18, Alastre,		Marmourne	
26, Martha Jackson,		Panarth	
26, Alexandra,		Liverpool	
30, C. R. Bishop,		Falmouth	
June			
7, Fdinand Brumm,		Portsmouth	
18, Henry Lippett,		New York	
19, City of Halifax,		Cardiff	
July			
2, Northampton,		Baltimore	
10, Niagara,		Cuxhaven	
18, Jessie Jamieson,		Cardiff	
14, Abernyte,		Liverpool	
18, Carl Ritter,		Deal	
28, Globe,		Cardiff	
30, Ferdinand,		Cardiff	
31, C. R. Rickners,		Newport	
Aug.			
10, Papa,		Cardiff	
11, North Star,		Cardiff	
11, E. P. Bouverie,		Penarth	
14, Regulus,		Cardiff	
14, Moss Glen,		Penarth	
14, Patrie,		Cardiff	
17, John Potts,		New York	
17, Felix Mendelssohn,		Cardiff	
27, Chawer,		Antwerp	
28, India,		Liverpool	
Sept.			
8, Andreas,		Flushing Roads	
8, Humbolt,		New York	
9, Babel,		Flushing Roads	
10, River Logan,		Cardiff	
15, G. F. Meigs,		Newport	
18, Parsee (s.),		London	
18, Wildwood,		Liverpool	
20, Diomed (s.),		Liverpool	
20, River Logan,		Cardiff	
21, P. J. Carleton,		Liverpool	
22, Barkaway,		London	
28, Victoria (s.),		Liverpool	
28, Fidelio,		Hamburg	
28, Maria Rayano,		Panarth	
AT AMOY.			
Mar. 28, O. F.,		Cardiff	
27, Maxima,		Swansea	
Sept. 1, Carl Wilhelm,		Cardiff	
LOADING FOR CHINA AND JAPAN 208			

To Let.

TO LET.
Nos. 4 and 5, PEHOLI TERRACE, EIGHT
STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

AN OFFICE TO LET.
Apply to
LANDSTEIN & Co.
Hongkong, September 15, 1877.

TO LET.
HOUSE No. 10, Albany Road, lately
occupied by the Rev. B. H. KID-
"Blanc Villa," Pok-fu-lum, Furland.
House No. 2, Seymour Terrace,
Nos. 9 and 11, Queen's Road Central,
with spacious Godowns attached, at present
occupied by Messrs BUTTERFIELD & SWIRE.
DAVID SASSOON, SONS & Co.
Hongkong, October 13, 1877.

To Let.

THE Dwelling House and Offices No. 1,
D'Agular Street, lately in the occupa-
tion of Messrs DOUGLAS LAPRAIK & Co.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 9, 1877.

Mails.



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ZAMBESI, Captain SIMONS, will leave
this on THURSDAY, the 22nd November,
at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, November 13, 1877. no22

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA
will be despatched for San Francisco,
via Yokohama, on FRIDAY, the 23rd
Instant, 1877, at 12 o'clock Noon, taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.
A Steamer of the Mitsui Bussan S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.
Freight will be received on board until
4 p.m., 22nd Instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
shipped, to correspond with those in their
Bills of Lading.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 4, Praya Central.

RUSSELL & Co., Agents.
Hongkong, November 8, 1877. no23

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "SHELTON" will be de-
spatched for San Francisco via Yoko-
hama, on THURSDAY, the 8th December,
at 5 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 8th December. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent, on regular rates.
For further information as to Freight
and Passage, apply to the Agency of the
Company, No. 4, Queen's Road Central.
G. B. EMERY, Agent.
Hongkong, November 8, 1877. 443

Notice of Firms.

NOTICE.
I HAVE This Day admitted Mr WILLIAM
LEGGE as a PARTNER in my Business,
which will henceforth be conducted under
the Style of HUGHES & LEGGE.
W. KERFOOT HUGHES.
Hongkong, November 1, 1877. jal

NOTICE.
MR. CHARLES DAVID BOTTOMLEY
was admitted a PARTNER in our
Firm on the 1st July, 1877.
DOUGLAS LAPRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.
MR. JAMES AYTON MANN is autho-
rized to Sign our Firm by Procu-
ration.
GEPP & Co.
Canton, November 1, 1877. jal

NOTICE.
THE Business of SHARE and GEN-
ERAL BROKER, hitherto conducted
in my name, will now be carried on under
the Style of COHEN & HEATON, Mr
ALEXANDER MACGLASHAN HEATON
having This Day become a PARTNER
therein.
CHAS. C. COHEN.
Hongkong, November 1, 1877. jal

NOTICE.
I HAVE This Day Established myself
at this Port as a GENERAL COM-
MISSION AGENT.
J. Y. VERNON SHAW.
Hongkong, November 1, 1877. myl

NOTICE.
FROM This Date Mr EDWARD SHEPARD
and Mr M. W. CHENG, are autho-
rized to Sign the name of our Firm per
Procuration at Foochow, and Mr F. F.
ELWELL at Amoy.
RUSSELL & Co.
China, June 1, 1877. del

For Sale.

FOR SALE.
SHAMEN CANTON.

THE Desirable PROPERTY known as
DWELLING HOUSE, OFFICES and
SILK GODOWN.
For particulars, apply to
G. M. SMITH,
Canton.
October 15, 1877.

NOW READY.

CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I,
A to K, with Introduction. Royal 8vo,
pp. 202.—By ERNEST JOHN EYRE, Ph.D.,
Tubingen.

Price: Two DOLLARS and a HALF.
To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of
China and Japan, and at Singapore,
Siam and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.
JAS. B. COUGHERIE,
Secretary.
Hongkong, November 1, 1877.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Malacca, on Goods on Board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision, at 10 o'clock and after.

If required, protection will be granted on
first class Live up to £1000 on a Single
Life, and down to £500 on a Joint Life.

For Rates of Premiums, Terms of In-
surance, or any other information, apply to
"ARNOLD, KARRER & Co."
Agents Hongkong & Canton.

Hongkong, January 4, 1877.

QUNEE FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
£50,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium, in con-
sideration of the long business connection
of the Company with the Port of Canton.

NORTON & Co.
Agents.
Hongkong, January 1, 1877.

Insurance.

YANGTZE INSURANCE ASSO-
CIATION.
CAPITAL—Fully Paid-up.....£120,000
PERMANENT RESERVE.....230,000
SPECIAL RESERVE FUND.....75,000
Total Capital and Reserves.....£425,000
Trans this date.

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., J. C. KERR, Esq.,
M. P. EVANS, Esq., O. LUCAS, Esq.

Secretaries:
Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARNES BROTHERS & Co.,
Agents in.

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.
Subject to a charge of 12% for Interest
on Shareholders' Capital, ALL THE PROFITS
of the UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business, in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, April 27, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
KWAN AGEEZ, Merchant.
PAYE YIM, Merchant.
HO SAM, of Hong Yik Chan, Merchant.
LOO YAN, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHANG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
Buildings and on Goods stored
therein, at CURRENT RATES, subject to a
Discount of 20% on the Premium.

OFFICE, 48, Nathan Street,
Hongkong, August 26, 1877.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., and those in the body of the Harbour are marked B., in conjunction with the figures denoting the sections.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the E. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Plover Quay.
8. From Plover Quay to East Point.

Vessel's Name	Flag	Tonnage	Date of Arrival	Consignee or Agents	Destination	Remarks
Amazona	Brit.	2650	Nov. 12	Messageries Maritimes	Marseilles, &c.	1st daylight
Amoy	Brit.	740	Oct. 24	P. & O. S. N. Co.	Amoy	1st daylight
Amoy	Brit.	95	Oct. 24	Kwok Achong	Amoy	1st daylight
Amoy	Brit.	897	Nov. 19	Wm. Pustan & Co.	Amoy	1st daylight
Amoy	Brit.	856	Oct. 31	Man Hing	Amoy	1st daylight
Amoy	Brit.	854	Nov. 13	Douglas Lapraik & Co.	Amoy	1st daylight
Amoy	Brit.	700	Oct. 7	E. K. & W. P. Dook Co.	Amoy	1st daylight
Amoy	Brit.	777	Nov. 11	Douglas Lapraik & Co.	Amoy	1st daylight
Amoy	Brit.	701	Nov. 11	Vogel, Hagedorn & Co.	Amoy	1st daylight
Amoy	Brit.	994	Nov. 14	Siemssen & Co.	Amoy	1st daylight
Amoy	Brit.	859	Oct. 18	Barnedon & Co.	Amoy	1st daylight
Amoy	Brit.	69	Nov. 8	Hornhelm & Co.	Amoy	1st daylight
Amoy	Brit.	500	Oct. 30	Barnedon & Co.	Amoy	1st daylight
Amoy	Brit.	652	Nov. 12	Melchers & Co.	Amoy	1st daylight
Amoy	Brit.	833	Nov. 2	Tien Fat Hong	Amoy	1st daylight
Amoy	Brit.	48	Sept. 19	Insurance Company	Amoy	1st daylight
Amoy	Brit.	1236	Nov. 8	Gibb, Livingston & Co.	Amoy	1st daylight
Amoy	Brit.	1009	Nov. 12	Messageries Maritimes	Amoy	1st daylight
Amoy	Brit.	384	June 4	G. McLean	Amoy	1st daylight
Amoy	Brit.	982	Nov. 10	Siemssen & Co.	Amoy	1st daylight
Amoy	Brit.	1087	Oct. 12	Adamson, Bell & Co.	Amoy	1st daylight
Amoy	Brit.	590	Sept. 24	Russell & Co.	Amoy	1st daylight
Amoy	Brit.	326	Sept. 6	Wieler & Co.	Amoy	1st daylight
Amoy	Brit.	681	Aug. 30	Hop Kee & Co.	Amoy	1st daylight
Amoy	Brit.	418	Oct. 24	Carlows & Co.	Amoy	1st daylight
Amoy	Brit.	859	Oct. 21	Carlows & Co.	Amoy	1st daylight
Amoy	Brit.	341	Nov. 7	Edward Schellhaus & Co.	Amoy	1st daylight
Amoy	Brit.	1879	Oct. 26	Russell & Co.	Amoy	1st daylight
Amoy	Brit.	785	Nov. 1	Arnold, Karberg & Co.	Amoy	1st daylight
Amoy	Brit.	915	Nov. 9	Arnold, Karberg & Co.	Amoy	1st daylight
Amoy	Brit.	256	Nov. 7	Carlows & Co.	Amoy	1st daylight
Amoy	Brit.	963	Oct. 24	Vogel, Hagedorn & Co.	Amoy	1st daylight
Amoy	Brit.	628	Oct. 4	Arnold, Karberg & Co.	Amoy	1st daylight
Amoy	Brit.	1884	Sept. 25	Vogel, Hagedorn & Co.	Amoy	1st daylight
Amoy	Brit.	938	Nov. 7	Arnold, Karberg & Co.	Amoy	1st daylight
Amoy	Brit.	384	Nov. 10	Chinese	Amoy	1st daylight
Amoy	Brit.	1075	Oct. 15	Vogel, Hagedorn & Co.	Amoy	1st daylight
Amoy	Brit.	283	Nov. 7	Edward Schellhaus & Co.	Amoy	1st daylight
Amoy	Brit.	150	Sept. 25	Insurance Co.	Amoy	1st daylight
Amoy	Brit.	464	Oct. 30	Chinese	Amoy	1st daylight
Amoy	Brit.	1646	Sept. 1	Siemssen & Co.	Amoy	1st daylight
Amoy	Brit.	320	Nov. 8	Meyer & Co.	Amoy	1st daylight
Amoy	Brit.	904	Oct. 24	Russell & Co.	Amoy	1st daylight
Amoy	Brit.	812	Nov. 9	Order	Amoy	1st daylight
Amoy	Brit.	698	Oct. 19	Douglas Lapraik & Co.	Amoy	1st daylight
Amoy	Brit.	283	Oct. 28	Rosario & Co.	Amoy	1st daylight
Amoy	Brit.	871	Oct. 19	Horne Company, Limited	Amoy	1st daylight
Amoy	Brit.	623	Nov. 11	Chinese	Amoy	1st daylight
Amoy	Brit.	636	Oct. 28	Kin-yee-long	Amoy	1st daylight
Amoy	Brit.	481	Nov. 18	Chinese	Amoy	1st daylight
Amoy	Brit.	1296	July 30	Vogel, Hagedorn & Co.	Amoy	1st daylight
Amoy	Brit.	199	Oct. 6	Meyer & Co.	Amoy	1st daylight
Amoy	Brit.	1976	Aug. 12	Russell & Co.	Amoy	1st daylight
Amoy	Brit.	854	Nov. 8	Wieler & Co.	Amoy	1st daylight
Amoy	Brit.	1506	July 27	Jardine, Matheson & Co.	Amoy	1st daylight
Amoy	Brit.	872	Oct. 19	Russell & Co.	Amoy	1st daylight
Amoy	Brit.	1277	Nov. 7	P. & O. S. N. Co.	Amoy	1st daylight
Amoy	Brit.	1127	Nov. 1	Vogel, Hagedorn & Co.	Amoy	1st daylight
Amoy	Brit.	310	Oct. 25	Siemssen & Co.	Amoy	1st daylight
Amoy	Brit.	528	Oct. 8	Wm. Pustan & Co.	Amoy	1st daylight
Amoy	Brit.	549	Oct. 20	Melchers & Co.	Amoy	1st daylight
Amoy	Brit.	667	Oct. 24	Wieler & Co.	Amoy	1st daylight
Amoy	Brit.	422	Oct. 21	Tak Mee	Amoy	1st daylight
Amoy	Brit.	830	Sept. 19	Adamson, Bell & Co.	Amoy	1st daylight
Amoy	Brit.	465	Sept. 25	Wm. Pustan & Co.	Amoy	1st daylight
Amoy	Brit.	870	Oct. 15	Arnold, Karberg & Co.	Amoy	1st daylight
Amoy	Brit.	649	Oct. 16	Meyer & Co.	Amoy	1st daylight
Amoy	Brit.	598	Sept. 26	Melchers & Co.	Amoy	1st daylight
Amoy	Brit.	830	Nov. 12	Edward Schellhaus & Co.	Amoy	1st daylight
Amoy	Brit.	2394	Oct. 20	Meyer & Co.	Amoy	1st daylight
Amoy	Brit.	458	Nov. 11	Carlows & Co.	Amoy	1st daylight
Amoy	Brit.	682	Oct. 19	Vogel, Hagedorn & Co.	Amoy	1st daylight
Amoy	Brit.	239	Oct. 2	Siemssen & Co.	Amoy	1st daylight
Amoy	Brit.	384	Nov. 8	Meyer & Co.	Amoy	1st daylight
Amoy	Brit.	445	Oct. 12	Carlows & Co.	Amoy	1st daylight
Amoy	Brit.	699	Oct. 20	Wm. Pustan & Co.	Amoy	1st daylight
Amoy	Brit.	395	Nov. 8	Russell & Co.	Amoy	1st daylight
Amoy	Brit.	219	Nov. 9	Captain	Amoy	1st daylight
Amoy	Brit.	539	Oct. 24	Tak Mee	Amoy	1st daylight
Amoy	Brit.	888	Nov. 8	Carlows & Co.	Amoy	1st